

MEGA OVAL STOCKROD RULES

The general rule of what is not specifically allowed is not permitted applies.

INTRODUCTION:

The Stock Rod Class is an entry level class for standard sedans or coupe, 2 or 4 door body cars and LDVs which appeared with a 1600 engine or less front or rear wheel drive vehicles are permitted. All spare parts fitted to the car shall be used without any alterations and modifications as they come from a road going vehicle. Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

The main objective of this class is to promote Oval racing in the most cost-efficient way by means of using stock standard saloon cars with minimum alterations.

Only modifications specifically stated shall be allowed, anything not stated in these rules are not permitted.

C1. CAR CONSTRUCTION

- 1.1 Only vehicles of a road going use are permitted;
- 1.2 Space Frame and Semi Space frame Vehicles are not permitted;
- 1.3 Chassis and Sub Frame must exist in its entirety;
- 1.4 Repaired Chassis may only be done with materials not exceeding 1mm thickness;
- 1.5 Silhouette to remain unaltered;
- 1.6 Sunroof openings to be closed;
- 1.7 Bonnets may not be cut to accommodate air cleaners;
- 1.8 Firewall may be cut to accommodate the Carburettor and Exhaust system only;
- 1.9 Spare wheel well may be removed and be replaced by a minimum of 1mm to a maximum of 2mm steel/aluminium sheeting/plate.
- 1.10 Rear of car may be closed with plating to create separate compartment for the fuel tank;
- 1.11 Use of fibreglass panels for doors, fenders, bonnet and boot is permitted;
- 1.12 Wheel arch spads are permitted. These spads may not protrude more than 50mm beyond the outside of the existing manufacturers wheel arch flares and may only be manufactured from fibreglass and must have rounded edges and ends.
- 1.13 Skirts permitted – Skirts may not protrude beyond the width of the widest point of the wheel spat and must be made off at the front and rear by joining into the spat or

being tapered towards the original skirt gradually without creating a dangerous point. Material may not exceed 2mm made from a material not exceeding 38x2mm and are rounded off towards the body at the back and front of the structure and are supported at only two points additional point;

- 1.14 Fibreglass body repairs are permitted;
- 1.15 Top of wheels may not protrude beyond the spads when viewed from above;
- 1.16 Engines must be mounted in original positions;
- 1.17 Fuel Tanks must be mounted in the boot space of the car;
- 1.18 Fuel Tanks protector bar;
- 1.19 Boot lid must be fitted;
- 1.20 No conversion of the front wheel drive to rear wheel drive or vice versa permitted;
- 1.21 All piping (brakes and fuel included) and wiring must be installed above the floor work of the car.
- 1.22 "Pypneus" allowed only according to the following specs: Material used to construct the "pypneus" may not exceed 2mm. Piping may be built from strut tower towards front (nose) of car and backwards. Front valance and radiator carrier may be replaced with the pipe and piping may also be built from radiator carrier upwards.

C2. **ROLL CAGE AND FRAME:**

- 2.1 Roll cage refer to Technical Regulations;
- 2.2 Full roll cage to be fitted, may support rear of front strut tower;
- 2.3 Strut braces are permitted between lower control arms and between strut towers.

C3. **BRAKES:**

- 3.1 No modified pedal boxes are permitted;
- 3.2 No ABS brakes are permitted;
- 3.3 Cars with brake drums in front may be changed with a later model disc brake of the same manufacturer.
- 3.4 No in car adjustments permitted. (Brake balancing)
- 3.5 Rear drum brakes can be replaced with non-ventilated disc brakes from similar make of manufacture.
- 3.6 Brake boosters are free and may be removed.

C4. **DIMENSION AND WEIGHTS:**

- 4.1 Minimum weight of a stock rod will be 800kg including the driver;

C5. **ENGINE:**

- 5.1 Engines may not exceed 1660 cc after reboring to maximum Manufacturer specification;
- 5.1.1 The engine make must match the vehicle type i.e. **Nissan engine in a Nissan Body;**

- 5.1.2 Bore and Stroke must resemble original Manufacturers spec with max 060' allowed in bore size discrepancy. All pistons, connecting rods and crank shafts used shall be of an 8v 1600CC engine of the specific manufacturer engine used.
- 5.1.3 Flywheels from other models of the same Manufacturer may be utilized.
- 5.1.4 Cylinder heads may only be used in combination with the block as per original Manufacturers spec. Standard 1600, 1800 and 2L heads are permitted.
- 5.2 Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules as aftermarket systems. Ignition must not be programmable;
- 5.3 Fuel injection heads permitted;
- 5.4 Camshafts are free;
- 5.5 Vernier camshaft pulleys are not permitted;
- 5.6 Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted;
- 5.7 Intake manifolds are to remain standard;
- 5.8 No aftermarket manifolds permitted. Adapter plate between carburettor and intake manifold is permitted;
- 5.9 No adapter plates may be used between the cylinder head and intake manifold; Sandwich plates between the Cylinder head and Inlet Manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal Injector Mounting Grooves.
- 5.10 Intake and exhaust port on cylinder head are to remain standard;
- 5.11 No port matching;
- 5.12 No air intake ducting will be allowed;
- 5.13 Electric water pumps are not allowed;
- 5.14 Flex plates are not allowed;
- 5.15 Flywheels to remain standard;
- 5.16 Aftermarket ignition systems are not allowed;
- 5.17 Balancing of engines parts is allowed. Crankshafts to remain standard;
- 5.18 Three angle valve seats are allowed;
- 5.19 Valves must be standard completely including size and length;
- 5.20 Only standard valve springs are allowed;
- 5.21 Valve guides must be standard;
- 5.22 Head bolts not to be cut down and additional washers may not be added;
- 5.23 No fuel injection systems or management systems will be permitted;
- 5.24 Carburetion can be altered to a maximum of **38mm twin barrel**; by fitting an aftermarket adapter between the carburettor and the intake manifold; designs on adapter plates are free; Choke tubes can be altered.
- 5.25 Ram tubes are permitted.

C6. **EXHAUSTS:**

- 6.1 Branches are permitted;
- 6.2 Effective silencers are compulsory;

C7. **FUEL:**

- 7.1 Only normal service station pump fuel (95 octane) permitted;
- 7.2 No additives are allowed.

C8. **STEERING AND SUSPENSION:**

- 8.1 No quick ratio versions are allowed;
- 8.2 Suspension could be altered but **only to the left front wheel (top or bottom but not both) but may not be adjustable;**
- 8.3 No adjustable shock absorbers are allowed;
- 8.4 Only left front control arm may be extended with a maximum of 25mm (to the side and front) for the purpose of (CC&A) camber/castor/alignment adjustments only;
- 8.5 Double coil spring allowed on all shocks;
- 8.6 Spacers of a maximum of 20mm may be used per wheel.
- 8.7 Rear axle may be shimmed;
- 8.8 LDV's and rear wheel drive vehicles can make modifications on the rear springs;
- 8.9 Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle;
- 8.10 Competition Springs and Lowering kits are **NOT** permitted;
- 8.11 Spacing of diff allowed.

C9. **TRANSMISSION:**

- 9.1 Only standard gearboxes as fitted in factory are allowed;
- 9.2 On rear wheel drive vehicles the gearbox can be interchange (ford tot ford if it is a straight fit, no adapter plates may be used);
- 9.3 No limited slip differentials are allowed, lock differential by welding only.

C10. **WHEELS AND TYRES:**

- 10.1 Only road going Tyres available from Commercial Fitment Centres are permitted with the following size limitations – max width 205mm, 10, 12, 13, 14, and 15 inch only;
- 10.2 Tyres Restricted to Locally Manufactured Tyres;
- 10.3 No slick or semi slick tyres or compound altering chemicals are permitted;
- 10.4 Skimming of tyres is strictly prohibited;
- 10.5 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted;
- 10.6 Tyres showing any degree of “canvass” or structural damage may not be used.

C11. **WINGS:**

- 11.1 Wings are not permitted;

C12. **RESTRICTOR PLATE:**

- 12.1 A compulsory Restrictor Plate measuring 19/23mm must be fitted.
- 12.2 Restrictor Plates shall be of a minimum thickness of 2mm and a maximum thickness of 3mm. No tapered or chamfering will be allowed. Gasket thickness will not exceed 1.5mm.

12.3 Adaptor plate designs are free. The total thickness of the adapter plate, including the gasket, will not exceed 40mm.

12.4 Each restrictor plate will be tested in the presence of the Competitor Using a 19.05mm and 23.05mm “no go” gauge.

12.5 Any Competitor found competing with a Restrictor Plate that does not match the reflected sizes will be excluded from the events results.

12.6 Any Competitor who fails to race with a restrictor plate will be excluded from the event.

PENALTY FOR BREACH OF CLUB RULES:

Should a driver be found in breach of technical regulations after post events scrutineering or any technical checks, the following penalties will apply:

1. First Offence – Competitor to lose all club points to date
2. Second Offence – Competitor to lose all club points to date plus R1500.00 fine
3. Third Offence – Referred to committee for disciplinary action.